

**SNOWMOBILE ADVISORY COMMITTEE  
MINUTES  
February 4, 2003  
BJs Restaurant, Gaylord**

The Snowmobile Advisory Committee was called to order at 9: a.m. by Chairman Bill Manson in Gaylord, Michigan.

**Members present at the meeting, representing:**

Bill Manson, Region III, Michigan Snowmobile Association, Grand Rapids  
James Duke, Region I, Michigan Snowmobile Association, Munising  
Lee Murray, At-Large, Hopkins  
Orville Olson, At-Large, Ludington  
Dana Wiltse, Region II, Michigan Snowmobile Association, Standish  
Dan Moore, DNR, Newberry, Ex-Officio  
Anne Okonek, Forest Service, USDA, Hiawatha National Forest, Ex-Officio  
Capt. Curt Bacon, DNR-Law, Marquette, Ex-Officio  
Terry L. Johnson, Antrim County Sheriff, Ex-Officio  
Sgt. Marvin Walter, Kalkaska County Sheriff Department, Ex-Officio

**Members absent:**

Elza Inman, Grant Sponsor, Brethren  
Paul R. Argall, Business Community, Ishpeming  
Randy Charles, Forest Service, USDA, Ottawa National Forest, Ex-Officio

**Staff Present:**

Jim McMillan, NLP Field Coordinator

**Others Present:**

Bob Ulrich, Cheboygan Area Snowmobile Club  
Paul J. Kovach, Cheboygan Area Snowmobile Club  
Bud Longroy, Ogemaw Hills Snowmobile Club  
Jerry Zupan, Ogemaw Hills Snowmobile Club  
Don Carroll, Ogemaw Hills Snowmobile Club  
Bud Martin, Ogemaw Hills Snowmobile Club  
George Zajac, Trail Riders Snowmobile Club  
Dan Reese, Trail Riders Snowmobile Club  
Norm Theil, Trail Riders Snowmobile Club  
Larry Marzean, Alpena Snowmobile Association  
Vern Michaud, Alpena Snowmobile Association  
Tom Myers, President, Michigan Snowmobile Association  
Sue Meyers, MSA  
Gene Arnold, St. Helen Snow Packers Snowmobile Club  
Tom Gallagher, St. Helen Snow Packers Snowmobile Club  
Dave Cook, St. Helen Snow Packers Snowmobile Club  
Mark Dubie, Alpine Trails  
Sil Mazella, Alpine Trails  
Kent Smith, Alpine Trails  
Tom Kozlowski, Rosco-Higgins Trail Cruisers  
Herman Bratfish, Rosco-Higgins Trail Cruisers  
Jim Kostin, Jordan Valley Trail Council  
Bill Lucas, NW Michigan Rec Snowmobile Council  
Roland Lasch, Pere Marquette Snowmobile Club  
Dan Daggy, Pere Marquette Snowmobile Club  
Al Green, Cadillac Winter Promotions

Keith Niemela, Keweenaw Tourism Council  
Mike Rankin, Houghton Lake Chamber of Commerce  
Gavin M. Carnegie, Houghton Lake Chamber of Commerce  
Keith Niemela, Keweenaw Tourism Council, Houghton  
George Guess, Alpine Trails  
Mary A. Caskey, Antrim County Snowmobile Club  
W. R. Caskey, Jordan Valley Trail Council

## I. MINUTES

- A. Acknowledge minutes of December 5, 2002 Advisory Committee Meeting.

***Mr. Duke made a motion, supported by Mr. Murray to accept the December 5, 2002 minutes as presented. Motion carried.***

**Added the following items to the agenda: Old Business: J. Signs  
New Business: C. Miller Drag Development; D. Grooomer Maintenance Issues**

## II. OLD BUSINESS

### A. Liability Insurance Update

Bill stated this is fast becoming a very hot issue. We just received the new rate sheet from V&V for the 1 million per occurrence/2 million dollars aggregate liability insurance. He then explained rate breakdown.

Dan questioned the information about the additional insureds and the new cost of \$40. Is this for each block of 10 over the initial 20? Bill stated he thought that was correct, but we should get Dale Vaghts to clarify this at the Grooomer Workshop. Dan stated these rates would go into effect when sponsors renewed their insurance in April. He went on to say that he would be distributing this information to the grant sponsors and the FMFMD Field Contact Persons.

Dan also stated that the cost of this insurance for non-snowmobile clubs or councils has been ranging anywhere from \$7,000 to more than \$14,000. Only a small part of this can be attributed to the \$3 million dollar requirement. However, based on tentative rates from V&V, a snowmobile club with three groomers and 57 additional insured would be eligible for reimbursement of only \$4,360.00, under the current rates, and for \$3 million dollars. We currently have about 15 Chambers of Commerce, Tourist Associations or Park Commissions that would pay a great deal more for the liability insurance than what would be reimbursed.

Beginning this year, the state will no longer be approving or paying for three million dollar liability policies. The only landowner that has been making that requirement will soon be out of the picture. This is especially important since the only carrier writing the three million dollar policy will no longer be accepted for the grant program. We discovered that the carriers now insuring several Chambers of Commerce and/or Tourist Associations is a "non-admitted" company in Michigan. This means that if this company were to "go under", the sponsors involved would lose all coverage, since this company is not "insured" as other companies in Michigan are covered. This is similar to the FDIC insuring banks.

### B. Finance Sub-Committee

The sub-committee is still working on defining the categories for different groomers and drags.

Bill mentioned the discussion of changing the reimbursement rate for the groomer cost-share, from the current 60/40 (State/Sponsor) to 75/25.

Dan stated this was part of "enhancement package" that was to go into effect with the July 1, 2004 fee increase.

Bill also mentioned current state budget woes, and expressed concern about any appropriation increases, even if they only involve restricted funds. He went on to report on the fund transfer from waterways fund to general fund. There were also funds transferred from the Snowmobile Registration Fee Fund to the Game and Fish Protection Fund. This transfer was the result of a Federal Audit and involved using Game and Fish funds for law enforcement when snowmobile enforcement funds should have been used. He emphasized this transfer only involved the enforcement funds and would not have any impact on the trail funds or trail grooming.

Bill reported the sub-committee discussed paying for the construction of groomer storage barns and/or paying the storage rental cost. The sub-committee as well as the full committee did not support this item. Finally, the sub-committee recommended the department leave the special maintenance/new development bidding limit at \$1,000. There had been a request to raise this requirement from \$1,000 to \$2,500.

**C. Long Range Planning Sub-Committee:**

Chairperson Orville Olson began the sub-committee meeting with a short summary of where this subcommittee started and where it has been. He indicated the first facilitated meeting was held about this time last year at the groomer workshop. Due to problems with cutbacks, our original facilitator is no longer available. However, we still intend to continue holding additional facilitated meetings. He asked Mr. Moore to check on getting a facilitator from FMFMD. He also stated that the sub-committee may be conducting some mail surveys.

**D. Replacement Trail Permits**

Dan stated we have been getting a number of calls from people wanting the department to provide replacement trail permits for a number of reasons. A very lengthy discussion ensued. As a general rule, the only permits we have agreed to replace are those where someone claims the permit "came off the sled". And, this must be documented by the person providing proof that they had actually purchased a permit. The reason for this is simply because we have had some minor adhesive problems over the years, and giving away 4-6 permits a year, at a cost of 74 cents per permit is worth a whole lot more in PR dollars.

Bill stated that the Inspector General for the postal service was investigating those 120 claims for permits that were lost in the mail. He also stated the persons who "lost their permits" were not due any replacements whatsoever. He likened that to a person purchasing a boat anchor and losing the anchor because the rope came untied. The committee agreed with this and further recommended that the department cease replacing any permits unless defective adhesive could clearly be identified as the problem.

Copt Bacon then brought up the issue of trail permit fraud. He said people are scanning the permit into a computer and printing it on a colored printer. Word is that they are selling the forged permits for a dollar. They are then taped onto the snowmobile. Two forged permits have been found in Crystal Falls area. He also indicated he had some questions about the extent of this issue.

**E. Gaylord to Cheboygan Connector**

Bob Ulrich, Cheboygan, reported on meeting held at Indian River. Initial meeting held to determine committee make-up. Applications provided for those who wanted to be on the Advisory Committee. Committee will develop plan for the grade, to present to the department.

Jim McMillan mentioned that Matt Hare was leaving the division. Matt was heading up the Advisory Committee for this connector trail. He indicated that Mindy Koch, FMFMD Division Chief would be taking the lead on this task now.

**F. Recreation Specialist Updates**

WUP-Dan Moore

- Still working to get the final gpsing done on the snowmobile trail system. Many of the units are done.
- Escanaba River bridge project in the Gwinn Unit has been completed. Had a bridge opening ceremony in early January.
- Big Bay-Marquette trail is open and being groomed. While we are not pleased with the amount of trail on a plowed county road, but lack of bridges made this necessary. Still planning to implement Phase 2 and have it completed by next season.
- The Munising to Marquette grade through Chocolay Township continues to be a major issue. Chocolay Township won their suit to halt development and designation of this grade as a snowmobile trail. The judge then went even farther and blocked all snowmobiles from using this grade. The Department and the Attorney General's office are beginning the work to file an appeal. This decision, if allowed to stand, could conceivably destroy all rail trails in this state.
- Al Keto is still working with Marquette City to get a permanent trail through the City. There seem to be some changing attitudes in the City. The City wants to work with us to get the current Marquette Mountain Trail on a permanent corridor.
- Chatham Trail is now open, but is under a different grant sponsor. Hiawatha Trails Club is now responsible for this segment of the trail system. The cost of re-opening this segment cost a little over \$12,000.00, but carries a non-revocable 5-year permit.

EUP-Dan Moore:

- RFP for Red Creek Bridge (over I-75 at M-134) was sent to Les Cheneaux snowmobile club to get out for bids. Club has sent it to three engineering firms. Proposals are due back to the club before the end of February. To be completed, construction must begin as soon after the snow goes as possible.
- Still seem to be working on numerous amendments for emergency maintenance projects. A number of sponsors turning in reimbursement requests for projects not listed in any grant. Some of this can be attributed to not listing specific projects in their maintenance grants. We did this specifically so that we could get away from writing amendments for \$100 to \$300 dollars for minor overruns on projects. Some sponsors have taken this to mean they can just go out and do any projects they choose. This is not the case and someone is going to get burned with some costs that simply will not be reimbursed. Because of this, the following steps are being taken:
  1. No reimbursement will be submitted to GAD for processing for any project that is not listed on a grant or grant amendment.
  2. If the project is designated as an emergency by the appropriate FMFMD Field Contact Person, the request for funding the project will be made in

- writing by the Field Contact Person to the Snowmobile Program Manager (or Acting) prior to any submission of a reimbursement request.
3. If the project cannot be designated as an emergency project, no reimbursement will be approved and the sponsor will be responsible for any costs incurred.
  4. Grading and leveling trails has always been funded in the base grooming grant issued by October 1. Funding for any grading project that is not completed prior to the beginning of the grooming season will be released to the Trail Improvement Fund and the project will be cancelled. Any grading that is done in August or September of the year following the year when the funding was made available will not be reimbursed.
- A letter will be sent to all grant sponsors and FMFMD Field Contact persons with this information.

#### NLP-Robin Pearson (Dan Moore)

- Attended ribbon cutting ceremony for new Barton City Connector Trail; excellent example of partnership between Forest Service, DNR, Local Grant Sponsor, Private Landowners and Communities to bring this trail online.
- Attended sign workshop meeting in Atlanta. Provided introductions of new DNR staff and staff positions to clubs in NE Lower Peninsula.
- Tracking incidents and fatal accidents on Jordan Valley Trail, Gaylord Frederic Trail, and a trail in Kalkaska County. Waiting for copies of appropriate reports.
- Working on information to standardize Incident Reports that FMFMD staff have to fill out for accidents on state lands and fatal accidents on the state trail system.
- Notified that snowmobile trail signs (stop and stop ahead) are disappearing in Posen on the new Alpena to Hawks grade. DNR Law officers patrolling area to try to reduce this vandalism.
- Rogers City spur trail blocked by adjacent landowner. Trenched the grade then parked large hay bales and farm equipment on the grade. Since this is still in railroad company ownership, they must be the ones to file any legal complaints against the landowner.
- Received a complaint from Wolverine city official. Problems with snowmobilers traveling at high rates of speed, operating all hours of the night (4am) at excessive speeds, and even operating on a kid's sledding hill in town. FMFMD Field Contact Person (Don Klingler) followed up with the city official.
- Harbor Springs club contact asking about status of re-route or bridge near the Pellston Airport, at the Maple River.

#### F. Forest Service Update

##### Anne Okonek, Hiawatha National Forest

- Wanted to thank MSA and ACSA for 2003 Enlightenment Ride. Lot of good information exchanged. Lot of people totally new to snowmobiling got a real eye opening. Jim Duke explained the 2003 Enlightenment Ride and its purpose.
- Snow Country By-Ways-Hiawatha staff met with Rick McVey to look at work he is doing on the permanent trail effort. Hiawatha Staff working on the east end of the UP.

- Dan-Provided Luce County plat book to Wally Jurinen, Hiawatha NF, Munising for this effort. Getting map (gps data) overlaid on Luce County plat maps for Wally.

Bill explained the purpose of the Snow Country By-Ways. It is an MSA initiative, working to begin the process of creating a permanent trail network across the UP. Once this is moving forward in the UP, plans are to carry it to the Northern Lower Peninsula. He also stated the Snow Country Trails Conservancy is being created as a 501C3 corporation, to aid in this permanent trail effort.

- Whitefish River Bridge is still a major issue since this is a major break in the southern leg of the cross UP trail. Working with local grant sponsors to get a route to the bridge in case a snowmobile lane can be built into the bridge when it is re-constructed.
- Cat Wood, Hiawatha NF, East End, is working on Red Creek Bridge (bridge over I-75) EA.

Randy Charles, Ottawa NF

Dan stated that Randy was in Washington DC. However, he wanted me to raise the question about allowing RTP dollars go direct to a Forest Service where trail work was to be performed. Since the Acting State Trails Coordinator was absent, nothing could really be discussed.

#### G. **Law Enforcement Update**

Capt. Curt Bacon, Law Enforcement Division

Curt passed out enforcement plan designed for their actual snowmobile funding level. He then proceeded to give an explanation/interpretation of how to read the plan: Dist 3 allocated 2,792 hours for snowmobile effort. Explained how those hours would be utilized.

Dan then passed out summary of law enforcement activity for the past 4 weeks. He emphasized that this was only an excerpt of the reports, dealing solely with snowmobile issues.

Dan asked Capt. Bacon if Districts 8-11 received any funding. Capt. Bacon stated they did not. Only District 12 got a little funding since there are several hundred miles of trail in the southwest corner of the state. Dan said he brought this up because this shows they have no real snowmobile funding, but the snowmobile enforcement summary shows they do a lot of snowmobile enforcement activity.

Capt. Bacon also supplied a summary of student snowmobile training that took place last year across the state, by all instructors. He also provided a handout that indicated over 1/3 of the training is done by Law Enforcement (Sheriff Dept. and Conservation Officers). He then asked the advisory committee to endorse increased effort in encouraging volunteers to take on more of the safety training to enable law enforcement to spend this training time on trail enforcement.

In addition, Capt. Bacon reported that Tom Laird, Law Division Rec. Safety representative retired at the end of January.

Mr. Duke raised the issue of Chocolay Twp receiving Law Enforcement grant for which they were not being eligible. He then asked if there wasn't a requirement for 25 miles of trail in a township.

Dan stated that this was correct. He went on to say they were issued the grant a couple of years ago, thinking that this grade would come on line quicker than what it actually did. However, since it appears that the grade is not coming on line, this Township does not qualify for the LE grant. Rather than trying to rescind a grant already in force, I intend to make sure they do not receive a grant for the 03-04 snowmobile season.

Dana then pointed out that the minimum of 25 miles of designated trail for qualification for the enforcement grants only applied to the counties. The criterion for the townships, cities and villages was they have to provide legal ingress and egress into and through the township, city or village.

H. **State Trail Coordinator Update**

Due to prior commitments in Lansing, Acting State Trails Coordinator Jim Radabaugh could not be present.

Bill requested that we have the State Trails Coordinator present for any updates for the April meeting. He also wanted an update on the Munising to Marquette grade, and the status or plans for the State's appeal.

J. **Sign Issues**

Mr. Duke raised the issue of sign sizes and problems raised in Alger County, by the County Road Commission. The problems identified were primarily with signs on trails that parallel their county roads. He also reported that Alger County is also stating that they are going to require 3 million dollars of liability insurance for any sponsor operating a snowmobile trail on or across their county roads.

Dan mentioned a serious problem with signs (confidence markers or trail number signs) being placed on top of caution signs. He emphasized that this is totally unacceptable and must be corrected immediately. He also said all brushing and signing payments will be held until this is corrected.

III. **NEW BUSINESS**

A. **Groomer Storage Barns**

Covered under Finance Sub-Committee Report

B. **Special Maintenance/New Development Bid Requirements**

Covered under Finance Sub-Committee Report

C. **Miller Drag Development**

Dan passed out copies of proposal from KRC for development of a miller drag. He stated that he was going to seek an informal opinion from the AG's office to see if the snowmobile trail improvement fund could receive royalties if funds were used to develop this miller drag. If this was not a possibility, he would not support using snowmobile funds to develop and test the drag.

Several committee members expressed concerns with building and testing another machine when we had just "purchased" a machine that the program had developed and tested, with no positive showing.

Dan stated that this was not correct, and apologized because the committee had not gotten a copy of the final report on the testing of the original KRC miller. He stated that while a lot of problems were discovered with the original, not the least of which

was the size of the prime mover the miller was built into. However, KRC feels they have resolved the problems that were discovered with the original miller.

Lee expressed serious concerns over spending \$200,000 to purchase and test a machine the snowmobile program paid to design.

Dan said that while we funded the design of this original miller, the committee opposed using program dollars to fund the development of the machine since the program could not receive any royalty dollars for this. Therefore KRC had to seek other funds to develop the machine, which they did. Then, when Somero Industries built the machine, they claimed ownership. That's why \$100,000 of the grant to KRC two years ago went to buy the machine back from them.

Dan stated that he would take the following steps:

1. Seek the AG's opinion on the royalty issue.
2. Get copies of the Final Report on the Original KRC Miller Study to the committee members.
3. Inform Russ Alger, Senior Research Engineer at KRC that his timetable in his proposal was unacceptable because it was not reasonable since the current snowmobile season was almost three quarters done.
4. Get copies of any agreement/contract between KRC and Samaro Industries for the development of the original KRC miller.

**D. Groomer Maintenance Issues**

Orville reported that a sponsor organization had contacted him about catastrophic equipment failure and would the department/program pay for some or all of those added costs.

Bill stated that something like this should be covered by a sponsor's comp/collision insurance.

Orville then asked if a sponsor's groomer was down for an extended period, would the program pay the costs related to renting/leasing a piece of equipment to continue grooming their trails until their groomer could be fixed.

Discussion followed, with Bill stating that he fully supported this since it showed a real commitment by the sponsor to keep their trails groomed. The committee supported this commitment.

Dan stated that he also supported this, but wanted to emphasize that this would be considered and reimbursed on a case by case basis. He specifically stated that for reimbursement of this rental/lease fee, the sponsor would have to document it and their FMFMD Field Contact would have to verify and support the need for it. The committee concurred with this requirement.

**IV. PUBLIC APPEARANCE**

**A. Tom Gallagher, St Helen Snow Packers**

They have a problem with their new Field Contact Person not allowing grooming if there isn't 6 inches of snow on the ground.

He reported that the Michigan Cycle Conservation Club was successfully sued over an accident due to improper use of the "intersection" sign at a plowed county road. He also said his club got event permit for a poker run but lottery commission would not issue "gaming" permit. Claim liability issue is the concern.



Dan stated there is absolutely no “6 inches of snow” requirement for grooming. He went on to say that the Unit Manager or their designee has the full authority to tell a sponsor they should not be grooming. However, that decision must be based on specific knowledge of the trail in question and NOT on conditions on a trail 20 miles away.

- B. Larry Marzean, Alpena Snowmobile Association  
We have a similar situation as St Helen. We’re grooming grade north of Alpena and being told we should not be grooming.
- C. Jim Kostin, Jordan Valley Trails  
Stated the problem is the extreme spotty, scattered nature of snowfall this year.
- D. Norm Theil, Trail Riders  
His club was asked by Lake Shore Snowmobile club to get a grant to fund Environmental Assessment for Huron-Manistee National Forest for a new trail. Further stated the FS was saying they just had no money for this project and unless the club could come up with the money, the project would never get done.

Dan explained the issue and said this was done several years ago on the Ottawa National Forest, and there were major problems. EA was paid several years ago, but to date not one single thing has been done on the EA. He also stated there would have to be some very tight controls on it before he would ever support funding a project like this again.

Orville stated he had been at several of the meetings between the Lakeshore Club and the Forest Service and wasn’t sure he was getting the same message as the club seemed to think. He reported on the re-route of an equestrian trail on the Manistee National Forest, to the tune of \$35,000. He felt if they could fund this kind of a re-route, then they should be able to come up with some dollars to fund this EA.

Dan stated that this would not need to be done through the Trail Riders Club if the Lake Shore Club planned to do the development and maintenance of the trail. If that was the case, they could apply for the development grant for the trail, of which the EA funding would be part of that development.

Anne Okonek stated she would contact the Huron-Manistee and see if she could get this issue clarified and report back to the committee.

- E. Marvin Walter, Sgt, Kalkaska County Sheriff Department.  
The Sheriff’s department is expressed strong need for emergency locators along the snowmobile trail system in Kalkaska County. Made a short presentation to the committee about the need for some type of emergency locator system on the trails in their county.

Dan explained what has happened in the past and what is being done across the Northern Lower Peninsula. Also stated the DNR cannot put up the signs or fund this.

Larry Marzean mentioned there are Township Fire Department grants available for this.

- F. Bill Lucas, NW Michigan Recreational Snowmobile Council  
Expounded on what was going on with the Lake Shore Snowmobile Club. He then asked about using GPS locations for emergency markers. Asked about, “Secretary of State licensing required beyond this point” signs.

Bill Manson explained that this was an ORV sign required for ORV routes that come out to a county road where street legal licensing is required. Mr. Lucas then asked why this sign was on trees.

- G. Al Green, Cadillac Winter Promotions  
Raised the question about paying for rental equipment when a groomer is down for extended periods.

Bill stated he supported paying this rental fee to cover the cost of keeping the trails groomed while their groomer was down. The committee supported Bill's statement,

Dan stated this information will be conveyed to the grant sponsors and to the FMFMD Field Contact persons.

- H. Bud Longroy, Ogemaw Hills  
For emergency locators in Ogemaw County we use the road ID signs funded by the snowmobile program.

**Also would like to see excessive fuel costs added to the next meeting agenda.**

He stated that coyote hunters are out in force, in groups of 4 and 5 pick-up trucks. This is causing problems on trails which are also roads. Snowmobilers felt like they were being threatened when meeting these hunters on the trails.

Dan asked if they were deliberately blocking the trail and not allowing the snowmobilers to pass. Bud responded yes.

Capt. Bacon said this sounds like a conflict between two legitimate resource users.

- I. George Zajac, Trail Riders Snowmobile Club  
Lake County is requiring all snowmobile trail signs to be removed from County Roads.  
Asked about the emergency locator signing. Has this been approved? Does Dan have to approve it?

Dan stated the concept has been approved; however he (Dan) has nothing to do with approving it. He stated that's up to your FMFMD Field Contact Person and the appropriate Unit Manager.

George - Trail shift from Irons to Trail riders; trail needs to be widened since the Trail Riders drag is ten feet wide. Problems with getting the trail widened on NF lands.

- J. Larry Marzean, Alpena Snowmobile Association  
Has a major problem with brushing, signing and start-up funding. Not enough dollars to cover what this actually costs. Complained about funding being withheld for one sign being out of place.

Dan explained that the brushing and signing dollars have been paid over the years so the grant sponsors have some source of funding even if they never received any snow. This was to allow the sponsors some money to support owning a very expensive piece of equipment. Start-up funding is only a procedure for receiving this money. Start-up funding is just paying 75 percent of the brushing and signing dollars, and that is not going to change.

Larry also raised the issue of blades being required on all groomers yet the DNR just purchased a new groomer and it doesn't have any blade.

Dan state that since the formal inception of the rotating equipment replacement program in December of 1990, no equipment has been mandated or required when a sponsor or the department purchase a piece of equipment, EXCEPT the warning beacons and lights. The equipment grant application and grant agreement simply lists the equipment attachments/accessories that would be funded. (i.e., Tractor, blade, drag, communication equipment)

- J. Tom Gallagher, St Helen Snow Packers Snowmobile Club  
Questioning snowmobile dollars going back into the game and fish fund.

Bill explained the situation with the federal audit of the state fish and game fund. Some snowmobile and ORV law enforcement dollars will be transferred back to the game and fish fund. This is not trail fund dollars and will have no impact on the trails program.

- K. Al Green  
Signing issues resolved.

- L. Dan Daggy, Pere Marquette Snowmobile Club  
Their problem is not with the signing on the trail, but the number of times we had to go back to correct problems not identified the first time. There are also problems with having to move signs 8 feet to meet the 350 foot requirement.

Also has a problem with a bridge on the Pere Marquette grade that is 25-30 feet off the Tobacco River. His concern is not having any warning signs for the bridge (bridge ahead), no hazard markers at the 4 corners of the bridge and no railings on the bridge.

**Dan said he would check into this.**

## **V. NEXT SCHEDULED MEETING**

The next meeting is scheduled for 9:00am, Tuesday, April 22, 2003, at BJ's Restaurant and Catering, 990 N. Center Street in Gaylord.

## **VI. ADJOURNMENT**

Meting adjourned at 2:50pm